



FOR IMMEDIATE RELEASE

May 2, 2007

FACT SHEET

SANDERS INCREASES STREET REPAIR FUNDING BY 449% SINCE TAKING OFFICE

***NEW DATA SHOWS 63% OF CITY STREETS IN FAIR, POOR CONDITION
MAYOR'S FUNDING WILL CHANGE STREETS TO "ACCEPTABLE" CONDITION***

As part of his commitment to address the city's historically ignored infrastructure, Mayor Jerry Sanders has set aside \$25.5 million in his FY08 budget proposal to fund 134.4 miles of street repairs. This represents a 96% increase in funding over FY06 and a 34% increase in the mileage covered by the Mayor's FY07 budget and more than 448.5% greater than mileage addressed in the year before the Mayor took office.

| Project Type | FY 06 Budget (Miles) | FY 07 Budget (Miles) | FY 08 Proposed (Miles) |
|-----------------------------|-------------------------------------|---------------------------------------|---------------------------------------|
| Street Overlay (Asphalt) | \$1,421,895 (4.5 Miles) | \$8,208,222 (21 Miles) | \$18,500,000 (41.1 Miles) |
| Slurry Seal | \$770,000 (20 Miles) | \$4,790,000 (79.5 Miles) | \$7,000,000 (93.3 Miles) |
| TOTAL | \$2,191,895 (24.5 Miles) | \$12,998,222 (100.5 Miles) | \$25,500,000 (134.4 Miles) |

As part of his Five Year Budget Plan, the Mayor will dedicate approximately \$373 million to improving the condition of the city's streets and storm drains. Funding our deferred maintenance and capital improvement needs is one of the Mayor's top priorities. In addition to the money set aside for streets and storm drains, the Mayor's plan includes an additional \$205 million for the repair of city facilities. The Mayor plans to dedicate a total of \$578 million to deferred maintenance and capital improvements over the next five years.

INFORMATION FROM OUTSIDE CONSULTANTS BOOSTS MAYOR'S FUNDING PLAN

At the time Mayor Sanders took office there was no up-to-date information available regarding the condition of City streets. The last condition assessment had been conducted in 2003 and the City had drastically reduced funding for street repair projects since that time. Last year, the Mayor commissioned Stantec, Inc. to assess the 2,800 miles of City streets. While not yet final, the company has made certain findings from its assessment work, as follows:

- Sixty-three percent of the City's streets are in fair or poor conditions. Since the last report conducted in 2003, an additional 3% of City streets have been downgraded from acceptable to fair.
- While industry standards state that 75% of City streets should be in acceptable condition, only 37%, or 1,036 miles of San Diego's streets, are in that condition.

| Road Conditions | 2001 | 2003 | 2007 | % Change Between 2003 – 2007 |
|----------------------------|------------------|------------------|------------------|---|
| | % (miles) | % (miles) | % (miles) | |
| Acceptable (75% benchmark) | 49 (1372) | 40 (1120) | 37 (1036) | -3% |
| Fair (20%) | 42 (1176) | 42 (1176) | 45 (1260) | +3% |
| Poor (5%) | 9 (252) | 18 (504) | 18 (504) | No change |

- Using the Stantec data, the City has determined that it would cost \$279.8 million to meet industry accepted standards for its streets network. Bringing all city streets to the acceptable level at the same time is estimated to cost an additional \$104.8 million (\$384.6 million total).

CITY WILL USE OVERALL CONDITION INDEX TO ADDRESS DEFERRED MAINTENANCE

The Stantec data provides an Overall Condition Index (OCI) for the City's streets. The OCI is based on a scoring system applied to each segment of City streets and gives its top score of 100 to brand new streets just coming into service. A score of zero in the OCI would be assigned to unpaved streets.

Streets are considered to be in acceptable condition if they score between 70 and 100 points in the OCI model. Streets in fair condition fall between 40 and 69 points in the OCI and poor streets receive a score of 39 or below.

EXAMPLES OF CITY STREET SEGMENTS IN ACCEPTABLE, FAIR AND POOR CONDITIONS:

Acceptable:

- Division Street. From Bryanview Circle to Paradise Road
- Sorrento Valley Boulevard From Seapoint Way to Jasmin Crest Lane
- Park Boulevard. From Zoo Place to Morley Field.

Fair:

- Lamont Street From Diamond Street to Missouri Street
- 38th Street from Monroe to Madison Avenue
- Executive Drive from Town Center Drive. to Judicial Drive

Poor:

- College Avenue from Newsome Drive to Jeff Street
- Engineer Road from Cardin Street to Ruffner Road
- Highland Ranch From Carmel Mountain Road to Carmel Ridge Road

MAYOR WILL USE DATA TO DETERMINE PRIORITIZATION FOR REPAIR WORK

The OCI forms the basis for determining which City streets will be scheduled for repairs. The Mayor and his staff will use the OCI and a range of other factors in determining which specific streets will receive repair work in the coming year. The factors to be considered in determining priorities for street repairs include:

- Condition of street (OCI data)
- Type of street (residential, commercial, etc.)
- Average daily travel
- Prior maintenance history
- Poor drainage history
- Location to ensure equity across city

The Mayor and his staff also pay close attention to schedules for other infrastructure work to be conducted on or near a street that may be in need of repair. Staff looks at future work to be done for water/wastewater improvements, local utilities like SDG&E, Cox/TimeWarner and AT&T and at development efforts that might affect road conditions in the near future.